

In the Claims:

Please amend claims 1, 2 and 9, and add new claims 12-20. The status of all claims is as follows:

1. (Currently Amended) A low noise pneumatic tire, wherein a band-shaped sound absorbing material formed of a porous material whose apparent density defined in JIS K6400 is in a range of 10 to 70 kg/m³ is attached to the inner surface of a tread by use of an elastic fixing band,

wherein the elastic fixing band is arranged in an annular form along an inner peripheral surface of the band-shaped sound absorbing material and is retained on the inner surface of the tread under pressure through the elastic force of the elastic fixing band.

2. (Currently Amended) The low noise pneumatic tire according to claim 1, wherein atthe band-shaped sound absorbing material is fixed all around the entire circumference on the inner surface of atthe tread by use of anthe elastic fixing band.

3. (Previously Presented) The low noise pneumatic tire according to claim 1, wherein an irregular surface having step heights of 20 mm or less is formed on the inner peripheral surface of the band-shaped sound absorbing material.

4. (Previously Presented) The low noise pneumatic tire according to claim 1, wherein a second porous material whose sound absorption coefficient defined in JIS A1405 at a frequency of 200 Hz is 10 % or more, is layered on a cavity-facing surface of the band-shaped sound absorbing material.

5. (Previously Presented) The low noise pneumatic tire according to claim 4, wherein the band-shaped sound absorbing material has a thickness in a range of 5 to 45 mm, and the second porous material has a flat surface and has a thickness in a range of 5 to 45 mm.

6. (Original) The low noise pneumatic tire according to claim 4, wherein an irregularity having step heights of 20 mm or less is formed on a surface of the second porous material.

7. (Original) The low noise pneumatic tire according to claim 6, wherein the band-shaped sound absorbing material has a thickness in a range of 5 to 45 mm, and the second porous material has a thickness in a range of 5 to 45 mm.

8. (Previously Presented) The low noise pneumatic tire according to claim 1, wherein a porous material whose sound absorption coefficient defined in JIS A1405

at a frequency of 200 Hz is 10 % or more, is layered on both inner and outer surfaces of the band-shaped sound absorbing material.

9. (Currently Amended) ~~The low noise pneumatic tire according to claim 1~~
A low noise pneumatic tire, wherein a band-shaped sound absorbing material formed of a porous material whose apparent density defined in JIS K6400 is in a range of 10 to 70 kg/m³ is attached to the inner surface of a tread by use of an elastic fixing band,

wherein the elastic fixing band has a stretching mechanism, which automatically adjusts a circumferential length of the elastic fixing band, in at least one location on the circumference of the elastic fixing band.

10. (Original) The low noise pneumatic tire according to claim 9, wherein the stretching mechanism is formed of an elastic spring mechanism.

11. (Original) The low noise pneumatic tire according to claim 9, wherein the stretching mechanism is formed by coupling both ends of the elastic fixing band with each other in a manner that the elastic fixing band can slide.

12. (New) A low noise pneumatic tire, wherein a band-shaped sound absorbing material formed of a porous material whose apparent density defined in JIS K6400

is in a range of 10 to 70 kg/m³ is attached to the inner surface of a tread by use of an elastic fixing band,

wherein the elastic fixing band is fixed by a bond along an outer peripheral surface of the band-shaped sound absorbing material and is retained on the inner surface of the tread under pressure through the elastic force of the elastic fixing band.

13. (New) The low noise pneumatic tire according to claim 12, wherein the band-shaped sound absorbing material is fixed all around the entire circumference on the inner surface of the tread by use of the elastic fixing band.

14. (New) The low noise pneumatic tire according to claim 12, wherein an irregular surface having step heights of 20 mm or less is formed on the inner peripheral surface of the band-shaped sound absorbing material.

15. (New) The low noise pneumatic tire according to claim 12, wherein a second porous material whose sound absorption coefficient defined in JIS A1405 at a frequency of 200 Hz is 10 % or more, is layered on a cavity-facing surface of the band-shaped sound absorbing material.

16. (New) The low noise pneumatic tire according to claim 15, wherein the band-shaped sound absorbing material has a thickness in a range of 5 to 45 mm,

and the second porous material has a flat surface and has a thickness in a range of 5 to 45 mm.

17. (New) The low noise pneumatic tire according to claim 15, wherein an irregularity having step heights of 20 mm or less is formed on a surface of the second porous material.

18. (New) The low noise pneumatic tire according to claim 17, wherein the band-shaped sound absorbing material has a thickness in a range of 5 to 45 mm, and the second porous material has a thickness in a range of 5 to 45 mm.

19. (New) The low noise pneumatic tire according to claim 12, wherein a porous material whose sound absorption coefficient defined in JIS A1405 at a frequency of 200 Hz is 10 % or more, is layered on both inner and outer surfaces of the band-shaped sound absorbing material.

20. (New) A low noise pneumatic tire, wherein a band-shaped sound absorbing material formed of a porous material whose apparent density defined in JIS K6400 is in a range of 10 to 70 kg/m³ is attached to the inner surface of a tread by use of an elastic fixing band,

wherein the elastic fixing band has a stretching mechanism, which automatically adjusts a circumferential length of the elastic fixing band, in at least one location on the circumference of the elastic fixing band.